

From boatanchors@theporch.com Sat Apr 22 22:30:06 1995
Date: Sat, 22 Apr 1995 21:03:32 -0500
Message-Id: <199504230120.SAA28095@netcom5.netcom.com>
From: jlyle@netcom.com (Jim Lyle)
Subject: "Nixie" (?) tube questions

Hello;

I've acquired a WHOLE BUNCH of numeric readout tubes. I think these may be called "nixie" tubes, but I'm not really sure even of that.

There are two distinct types. One is viewed from the side, and is labeled ZM1030. The other is viewed from the top, and is labeled NL 8421/5092.

Does anybody know what these are? Where can I find a spec sheet for them? Does anybody NEED some? What are they worth, anyway?

Jim Lyle

From boatanchors@theporch.com Sat Apr 22 00:57:26 1995
Date: Fri, 21 Apr 1995 23:30:40 -0500
Message-Id: <m0s2WgI-003B9KC@moon.earthlink.net>
From: jlb@earthlink.net
Subject: 75A4 Restoration...help!

It has been a life-long dream of mine to own a 75A4. When I was in grade school I had an older friend who was in high school and very wealthy. We both liked shortwave listening and used to go down to the Ham Shack at Allied Radio in Chicago and play with all the radio and hifi equipment. One day we saw a picture of a 75A4 and KWS1 and he decided to ask his parents to buy the rig for him. They said yes but the dealer said ..."you gotta get a ham liscence before I will sell this to you."

Well we studied theory and code on our own and what we could not figure out we asked the head-op at the local high school radio club. 6 months went by and we were ready to take the test but my parents said no way ..."no ham radio in this house."

My friend did get his novice and soon there after, his general ticket. I continued to study and did get up to 13WPM but when the 75A4 and KWM1 arrived I could not go on the air with him.

Time went by, life's responsibilities crept in and getting a liscence became a faded memory of times past.

Well, 3years ago I got my extra ticket and 1 week ago I bought a used 75A4 via the yellow sheets. I really like this radio and would like to bring it back to factory spec. I will put in what ever effort is necessary however, I don't have a clue where to start. It works

and I think it all here. The inside is filthy though; I can't read the lettering that should be near each tube socket.

I have checked the library for books dedicated to restoring A4's but could only find articles on how to modify an A4.

All suggestions are welcome...all comments appreciated.

Joe AA6WG

jlb@earthlink.net

From boatanchors@theporch.com Sat Apr 22 15:55:33 1995

Date: Sat, 22 Apr 1995 14:28:42 -0500

Message-Id: <199504221925.0AB03738@zoom.bga.com>

From: Henry van Cleef <vancleef@bga.com>

Subject: Belton, Texas hamfest

I took a spin up to Belton this morning to see what treasures were around. I felt, in some ways, that this should have been called "top dollar hamfest." Some of what I saw, that I didn't see moving very quickly, was:

National NC-240D, very dirty, asking \$300. The guy who had this had a trailer full of genuine junk (old Hallicrafters outside cases, etc.) that looked as though it had been submerged. I didn't look at the NC-240D closely (owner was "pitching" it to someone else), but it looked like a TLC restoration project---complete disassembly needed.

RME DB-20. This had had its face washed, a new power cord installed, and a replacement (doesn't fit) power transformer and diodes (ugh!) in place of the original 80 rectifier. The chassis cad plate was pretty much history. I offered \$25; owner said he wanted \$75. Later on, I probably could have gotten it for \$25, but it was so down-at-the-heels that I decided it didn't need to come home with me.

NC-300 in wrong case. \$100. The radio looked fairly clean. Probably worth it, although the case looked less than "sharp" on that radio.

Hallicrafters SX-62. I think the guy wanted \$100 for it, and it looked to be worth it.

A bunch of Drake stuff, including some old toob iron. All priced above going rate for Collins.

I went up there primarily to buy toobs and test equipment. There were a couple of Tek 561A's with plug-ins for \$10 (no power cords) and another guy had a 564 storage frame only (no plugins, no power cord), also \$10. Another guy had a pair of working 453's; wanted \$175 each,

and there were some 454's for about \$350 on another bench. Several Leeds and Northrup potentiometers going begging for about \$40-\$50. The guy who had the two 561A's finally sold them, and dragged out a Boonton 250A RX-meter, quite clean, and supposedly working, which jumped into my car for \$40. I also managed to find an Eico grid dip with coils and manual that came with a WV98C VoltOhmyst with probe, both ostensibly working, for \$50.

Not much luck with toobs, either. I managed to scoop a pair of 1852's and a 6H6, but no luck finding a lowly 6SQ7 or a 6C4.

Computer stuff was there---though I didn't see any real "in your face" dealers. Nothing of any great value, and I was suprised at the amount of late 1970's junk that was being offered.

That Boonton RX meter made it a worthwhile trip for me. I almost missed out on it---I was taking one last pass through the place, and was thinking about offering on those 561A scopes, but saw them walking away, and was astounded to see that RX meter come out from under a tarp to replace the scopes.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Sat Apr 22 23:21:03 1995
Date: Sat, 22 Apr 1995 21:54:03 -0500
Message-Id: <14954@sat.n5lyt.ampr.org>
From: ki5sl@sat.n5lyt.ampr.org (Rick_Blank)
Subject: Re: Belton, Texas hamfest

Private site: Amateur Radio Station KI5SL
X-Mailer: PCElm 1.11
Lines: 88

Well, Henry, sorry we didn't say hi to each other, I was the only guy there running around in an "Electric Radio" T-shirt so maybe I should have mentioned something before the meet.

I'll go along with what you said about the gear, but, there were 2 Drake R-4B's that a guy was selling for \$100 OBO each and a "B" line that he was asking \$250 for but the twins needed some major cosmetic work on the cases (stripping and refinishing)...I almost tried to work a deal and see if I could get him down about \$100 on 'em, but, I blew it off, I have too many projects as it is now.

The guy that had the trailer of dirty stuff, Lon K5JV, had jsut gotten most of that stuff out of an old-timers barn! It might have been me that was talking to him about the NC-240D, but Lon priced it high because he didn't want to sell it, he wanted to restore it!....did you see the bandswitching AM kilowatt that was laying on it's side underneath it? A pir of 813's driven by a pair of 811's and over-built according to Lon...he wants \$200 or a trade for it, It seems REAL interesting and would probably make a good restoration project of a real homebrew AM station. If it only had 160 meters in it, I would snatch it up. He also had a Hallicrafters BC-610-I in the trailer, complete with speech amp, coils, and tuner...I think he was asking around \$300 for it.

There were a few R-390A's at the fest, two for around \$100 in pretty decent cosmetic shape and one for \$150 that wasn't so sharp...I should have bought one of the sharper ones, but I didn't, I have two rigs out in the garage that I'll make one out of...

I also looked real carefully at the NC-300, I even took it out of the case! I came real close to getting it, in fact, the guy was getting ready to leave and said to make him an offer....I had to make a pit stop and by time I got back, he had left...I was going to offer \$50. for it and see if he took it..oh well...

I also missed an SB-610 monitor for \$10.00, it needed a 6C10 compactron...I looked all over the fest at every guy with tubes and while I saw a bunch of different compactrons, I did not see a single 6C10...moot point, the next time I went by, it was gone.

I got to the fest at about 7:30...it's a bit over 2 hours from San Antonio if you drive "quickly" and wandered around quite a bit before opening up the back of the Cherokee and setting up the FT-902DM station that I had for sale. I really liked that rig, but, I have too many recent vintage transceivers as it is, so, something had to go. I kept the FT-990, the OMNI V and the TR-7 stations for my solid state stuff and still have plenty of "hollow state" rigs...

I am constantly amazed at the general grunginess of radios that some of these folks try to sell! An hour spent cleaning up a rig makes a different first impression than one that looks like you threw it in the pick-up the last time you went camping. I have always figured that good quality ham gear kept clean will sell easily if you set your prices fairly...at least it works for me! It took me 15 minutes after bringing out the Yaesu to

sell it and I had guys in a bidding war over the setup! The 902 had been a spare rig for a buddy of mine and me and it had been passed between the two of us at least twice each way, and I got it from a non-ham who owed me money! The last time Bill had the rig he let it get a little dirty, so, friday night I spent cleaning the dust out and off of it and shining it up....

I didn't buy anything at the swap to bring home but a few days before I brought home another 75A-4 in fairly decent cosmetic condition. It has the reduction knob and the 3.1 AND 6.0kc filters. It works but is next to deaf and after a dismantling of the case and a thorough cleaning, I'll get to checking it out and see where it's problems are. I gave \$300 for it and I know that's what Bill had in it, so, what the heck....one of these days....

All-in-all, Belton is a pretty good swap meet, I've gotten some good deals there and made some good deals, too....and this also gives the group an idea of some of the prices that are floating around out there....don't pay too much, but, if you just gotta have it.....

--

Rick Blank, KI5SL
ki5sl@sat.ampr.org
2223 Blanco Road
San Antonio, Texas 78212
end

From boatanchors@theporch.com Sat Apr 22 01:28:40 1995
Date: Sat, 22 Apr 1995 00:01:46 -0500
Message-Id: <F4LN5551.F4LN5602@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu
Subject: Collins R-389 LF/VLF set

to: boatanchors@theporch.com

Greetings, Troops!

Awhile back, there was a lot of interest in receivers to cover long wave and VLF. I made the somewhat wistful statement that I'd like to get hold of either an SP-600VLF or a Collins R-389.

These two rigs are the Holy Grail of VLF gear, electronic unicorns that a lot of folks you meet claim to have seen, owned, or operated, but which YOU'VE never seen, owned, or operated. You never see one for sale, especially here in the Midwest; these are "blue water" Naval radios essentially, which had little

or no application that would bring them inland.

I counted myself lucky for having found a Maganvox built USCG R-1134/WRR-3 which I've been using for about ten years. It is the best bit of weaponry I own for aviation beacon DXing in the 190 - 435 KHz range.

Due to a piece of very good fortune, I now possess the Grail. For the last couple of weeks, I've owned a Collins R-389. It came in need of some repairs, and I have to do a good bit of work on it to bring it up to original specs, but it's well on the way. In the process of playing with it I've become pretty familiar with the set, and I think it's time to post an equipment review.

The R-389 is a double conversion superhet, circa roughly 1951. It is an obvious spinoff of the R-390. Frequency coverage, according to the manual, is in two tuning ranges (note I DID NOT say "bands") of 15-500 KHz, and 500-1500 KHz. Like the R-390, there are two independent audio channels, and IF selectivities ranging from .1 to 8 KHz. Also like the R-390, there are 3 audio bandpass positions. When the audio and IF selectivity options are cranked all the way down, they yield an effective receiver bandwidth of 10 Hz.

The set's conversion scheme uses upconversion of the incoming VLF signal to 10 MHz, which is in turn downconverted to 455 KHz for processing and detection.

Essentially, the radio is a radically redesigned version of the R-390. A lot of parts are directly interchangeable, and the power supply, audio/squelch sub-assembly, and 455 KHz IF strip are identical units in both rigs.

The two tuning ranges are divided into about 8 bands (6 on the lower range, and 2 on the upper??? I don't remember the exact total number of bands at the moment). As the main tuning dial is turned, at certain frequencies a motor will periodically start and stop; that motor is changing the position of the band-switch, and of the coil slug racks! The motor also runs briefly when the tuning range control is changed.

Speaking of motors, the radio has a motorized main tuning control, something like the R-391. At first I questioned the value of this feature, but when I found out that each tuning range is 54 dial turns from lock to lock it's usefulness became readily apparent. For large frequency changes in a big hurry, it's a must!

Obviously, the mechanical design of this radio is wildly different from it's HF cousin, the R-390; for my money, it's the masterpiece of the Collins mechanical engineering department! A bewildering array of motors, gear trains, jack-screws, and clutches live in this set; a manual is an ABSOLUTE MUST for servicing it!

On the other hand, it seems to me that anyone with experience in working on the R-390/390A sets will find very little to intimidate him or her in this rig.

I was right at home from the start, even tho I've never seen an R-389 before.

There was ONE servicing problem that I found infuriating tho, and it's probably the worst design idiosyncrasy I've ever seen in a Collins product.

When I got the set the dial wasn't lighted. A quick check of the general area showed nothing that even remotely looked like a lamp holder, so I concluded that the dial wasn't meant to BE lighted. Odd, I thought, but let it go.

Later, while examining the schematic I noticed two bulbs across the 27 VDC rail. An examination of the manual index showed no entries under bulbs, pilot lights, dial lights, or anything else that seemed reasonable. A photo of the guts of the radio showed two arrows leading from the words DIAL LIGHTS.

Checking further revealed the awful truth; in order to change the pilot lamps it is necessary to REMOVE THE ENTIRE FRONT PANEL! Once the panel was off, it was still necessary (for me, at least) to employ the services of a pair of channel-loks and a surgeon's forceps to accomplish the task! Figure one to two hours depending on how adept you are on this set, AND DON'T LOST THAT RANGE SWITCH LINKAGE SPRING! I can tell you from experience that it's a bitch to find if it gets away from you!

I can imagine the clouds of blue profanity that poured from military maintenance facilities all over the world because of this feature!

OPERATION

If you're accustomed to operating the R-390 or 390A, there is a change in the control lineup that will drive you nuts until you get used to it. The radio has no antenna trimmer control. I'm a habitual antenna tweeker, and I'm still getting used to this. To tell the truth tho, the radio doesn't NEED a tweeker.

I used to think the R-1134/WRR-3 was the king of military longwave radios.

The king is dead. Long live the new monarch.

In terms of sensitivity, and versatility (mainly due to the better IF selectivity options), this critter blows the WRR-3 right out of the water.

The internal noise level of the R-389 is so much lower than WRR-3's that there is no comparison. There are a couple of birdies in the 400 - 500 KHz area, but they aren't bad.

While the manual says the lower frequency limit is 15 KHz, my particular set maintains what sounds like full sensitivity down to 11 KHz, and is usable to about 9 KHz. Top limit according to the book is 1500 KHz; this one is good to 1574, at which point the band change motor triggers and switches something into the Twilight Zone.

Bear in mind that as yet I haven't begun an electrical alignment; I've been too busy tuning up the mechanics, and troubleshooting.

This rig is one of the most formidable BCB DXing radios I've ever used; it's really a giant killer. Surprisingly, it's even better than the 390 and 390A; I have no idea why.

The 500 KHz marine band seems to be the natural playground for this rig. On my 160 Windom (fed into the random wire / short whip input) it runs rings around any other LF set in the shack.

NAVTEX broadcasts (518 KHz) are a piece o' cake. Tied to my demod via the second (line level) audio channel, and cranked down to 1 KHz bandpass, it'll hang onto that SITOP-B signal like a pit bull on a mailman's pants leg. The noise level has been nasty here of late due to the passage of storm fronts. For that problem, the limiter comes into it's own.

WWVB (60 KHz) produces a signal that's strong enough to spot-weld with, and the FSK signal from NSS (21.4 KHz) produces SEVERE overloading.

Those were the results BEFORE I went thru the rig with the Hickok tube tester. After smoking out one dead 6BH6 and several weak 6BJ6 IF amplifiers, the results were even better.

The WRR-3 isn't totally out of a job tho. In aviation beacon hunting, it has a definite place in my shack.

WRR-3 has crystal filtering in the IF, with very steep shoulders. The R-389's L/C filters, while superior for many jobs, just don't slice away the QRM as well when the beacon band is open and signals are piled up six layers deep.

Gotta go now. Talk to you later.

73's,

Tom, K9TA

From boatanchors@theporch.com Sat Apr 22 22:33:41 1995
Date: Sat, 22 Apr 1995 21:07:01 -0500
Message-Id: <MAILQUEUE-101.950422194252.256@vilas.uwex.edu>
From: "Terry O'Laughlin" <OLAUGHLIN@vilas.uwex.edu>
Subject: Re: Collins R-389 LF/VLF set

Tom Adams wrote:

> Speaking of motors, the radio has a motorized main tuning control, something

> like the R-391. At first I questioned the value of this feature, but when I
> found out that each tuning range is 54 dial turns from lock to lock it's use-
> fulness became readily apparent. For large frequency changes in a big hurry,
> it's a must!

I just acquired an R-389 to complete my version of the design series:
R-105/51H-3, R-388/51J-3, R-389, R-390, R-390A, R-391 and R-392.

The motor tune on the R-389 is completely different than the R-391.
The R-391 has an autotune circuit with 8 presets. The R-389 has a
simple motor that tunes the radio up and down the band without any
presets. I've only seen this feature on a few German radios like the
most recent monster Grundig.

I wish the R-39x (0, 0A, 1 & 2) had this feature. It's a real wrist-
saver. Unfortunately, it's an impossibility. The R-389 has that
crazy auto-bandswitching feature. The R-39x series, with 30 discrete
bands just can't be tuned the same way.

The major difference between the R-389 and the rest of the series is
the RF deck. All the other radios use cams to position the slug
racks. The R-389 uses worm gears. Combine that with the motor tune,
the auto bandswitching and the clutch inside the main tuning knob and
it's clear that the mechanical engineering of the R-389 is in a league
above the R-39x series. It must have cost the government a bloody
fortune.

Now if only I had time to finish troubleshooting the rig. I replaced
the open ballast, restored the missing 50V to the regulator output
and lubricated the sticky dial mechanism. After testing all the
tubes, I was surprised to find two that I missed. The R-389 has two
tubes UNDER a slug rack. You can't even see them unless you tune to
the top end of the dial. Removal is not a task for the hamfisted.

This radio has also been a holy grail for me. I've known about it
for 15 years and I never saw one until I uncrated the one I just
purchased. Now I can unsubscribe boatanchors and retire.
(Naaaaaaah!)

73s Terry O' WB9GVB

From boatanchors@theporch.com Sun Apr 23 07:57:04 1995
Date: Sun, 23 Apr 1995 06:27:50 -0500
Message-Id: <199504231124.GAA04897@home.interaccess.com>
From: rhstein@interaccess.com (Ronald H Steinberg)
Subject: Dayton - space 1557 1558 1559

I'll be at Dayton ,spaces 1557 1558 1559 if weather cooperates or NOT!

All are invited to stop by and visit.

As suggested in ER I will be monitoring 147.51 as the national vintage /AM'ers/collectors (why not BA'ers?) 2 meter simplex frequency

I know this has worked out well in west coast /San Francisco area

73 RON K9IKZ

A "thread" on this subject might be informative to all.

From boatanchors@theporch.com Sat Apr 22 15:08:26 1995
Date: Sat, 22 Apr 1995 13:41:44 -0500
Message-Id: <950422143816_92411922@aol.com>
From: W7FG@aol.com
Subject: FS:Misc equipment

I have the following equipment that I'd like to dispose of.
If anyone is interested I'd appreciate a telephone call versus E-MAIL.
I can be reached at 918-333-7893 in the evenings or on weekends.
Ask for Gary..

Most of the items belong to a friend of a friend that I agreed to sale the stuff for. (Hindsight I'd not drug the stuff home.)

Bell and Howell Oscilloscope	5 MHz. Kind of big	\$75
Collins R-388	very good condx. in cabinet (not Collins) Main tuning knob not stock.	\$470
Collins 51J-4	w/original cabinet, very good shape. 3 and 6 KC filters \$570	
Collins 270G-1	Speaker	\$150
Dentron MT-2000	Tuner	\$125
Drake 2NT	Never fired up, clean but a few scratches and Meter is stuck. I don't have time to work on it.	\$75
Gonset G-66	w/power supply. Very ruff	\$30
Hallicrafters R-42	Speaker Cabinet needs refinishing	\$50
Hallicrafters S-40B,	Knobs and Cabinet OK, will need TLC	\$45

Hammarlund	HQ-180 works, Front panel needs major help and meter and clock not worth squat.	\$50
Hammarlund	HQ-180 Speaker, Cloth needs to be replaced and cabinet refinished. \$20	
Heathkit	IO-18 Oscilloscope, seems to work fine	\$75
Heathkit	HG-10B VFO, All is there and seems clean, front panel needs to be reassembled and aligned.	\$50
Icom	BC-30 Charger (Kinda dirty)	\$10
Johnson	Signal Sentry (CW Monitor)	\$35
Johnson	Electronic TR switch (supposed XMFR problem)	\$25
Johnson	DESK KW WITH DESK. MODIFIED FOR 160 -> 10 METER OPERATION. Works great, power supply 872's replaced with K2RIW bricks. Pick-UP ONLY. \$2500	
National	NC-240D Very good shape and clean	\$250
National	NC-300 Clean works great, 1 knob not rite, Minature toggle switch near Vol. cont. for AC pwr. Missing front side bars that cover rack mounting.	\$100

From boatanchors@theporch.com Sat Apr 22 08:03:26 1995
 Date: Sat, 22 Apr 1995 06:36:45 -0500
 Message-Id: <950422073334_92087177@aol.com>
 From: KD0HG@aol.com
 Subject: Gentleman's Agreements

Tom Adams has the correct idea. I have found that a gentleman's agreement re:
 AM windows can be achieved with even the most anal retentive protector of the
 SSB genre, to wit: "Sir, if you don't like the AM signal from my 50 watt
 Ranger so you slide 2 Khz away and operate to make a point, then I'm sure
 that you won't like the 900 watt ultra-modulated carrier my 304TL generates
 very much, either. Agreed?" Generally, I have found my impromptu gentleman's
 agreements to be an effective tool for spectrum management, and perhaps best
 of all my faith in humanity is restored when I realize one can negotiate a
 gentleman's agreement with almost anyone, no matter how hostile. <grin>
 <bill, KD0HG>

From boatanchors@theporch.com Sat Apr 22 13:01:21 1995
Date: Sat, 22 Apr 1995 11:34:45 -0500
Message-Id: <9504221609.AA28996@uvs1.orl.mmc.com>
From: padgett@tccslr.dnet.mmc.com (A. Padgett Peterson, P.E. Information Security)
Subject: RE: Gentleman's Agreements

Speak softly and carry a big schtick ?

A few years ago when I was living in the Texas hill country (Texas, Florida, & Tennessee are the three states I like best) a neighbor kid had the habit of getting up too early and plinking away with a .22. I asked politely if he would mind waiting until after at least 9 am to start as we enjoy not having to get up on weekends. Was told what we could do with our sleep.

That week I collected a few armloads of gallon milk cartons & filled with water. Next Saturday I set them up where he had a clear line of sight & sound. When the plinking began I took out the first halfdozen with a Ruger Super Blackhawk and the rest with a .30-06. He could not see the 55 gallon tin trash can placed next to the muzzles & facing his house for "acoustic augmentation" 8*) - sounded like howizers going off & an unjacketed hollowpoint into plastic full of an incompressible liquid is always impressive.

Saturday mornings were quiet thereafter.

P.fl

ps never have understood why Hollywood always plays down the db level of firearms and refuses to give a Vulcan the super bass fiddle moan they really have.

pps ummm errr ah BA: wonder what a 100rps chain gun sounds like to a VLF receiver ?

From boatanchors@theporch.com Sat Apr 22 16:17:13 1995
Date: Sat, 22 Apr 1995 14:50:34 -0500
Message-Id: <94637@w5ddl.aara.org>
From: n5off@w5ddl.aara.org
Subject: R-388 Comments

Echo the "\$450 is too much" comment. Although Fair is in business to make a \$\$ and I'm glad they are there cuz I buy stuff from them, that price is too high for an R-388 since they aren't that rare.

I bought two in the \$185 range no cabinet.

They clean up real nice, and are not very tough to align.

Yes, the PTO will probably need adjustment, but it is, how shall I describe, a fun sort of pain in the rear to fix.

The PTO can be brought back into range if the adjuster thingamajiggy is bottomed out by taking a turn off of the adjustment coil

. This reduces the adjustment range in the number of kcs that can be pulled, but it will get it back in line (at least once anyway!!).

I put some lead (like leading a duck when shoting at it) on mine so when it drifts, it will drift back toward "right on the money" in future years. I think I gave it about 1/2 kc of lead.

It is much less complicated than an R-390A (so is darn near every invention). It is a great band cruiser, smooth tuning. You can't help but keep changing freq as it is a pleasure to do this so much.

The R-388 has no mechanical filters like the R-388A/51J-4. You'll pay more for that.

If Fair says it is checked, then it will probably be good enough to begin an alignment on.

I'd say put out a "want" ad, and wait a couple of months for the right rig/price to come along, and get one. They are nice.

73 de tom

From boatanchors@theporch.com Sun Apr 23 00:20:40 1995
Date: Sat, 22 Apr 1995 22:51:51 -0500
Message-Id: <950422234857_92857823@aol.com>
From: KDOHG@aol.com
Subject: R390A, Conversion to LF

All this talk about the R-389 reminded me of an idea I'd always wanted to try- conversion of an R-390A to LF operation. IF one could replace the front end tuned circuits with the correct parts which would probably include "honeycomb" wound slug tuned coils, I wonder what kind of tuning range, or low min to hi max freq ratio of frequencies could be practical? One could conceivably just drop a modified LF front end assembly in an otherwise stock R-390A for tuning, say, 50 Khz to 500 Khz. The mixers might also be modified to provide better performance... Any thoughts, comments or suggestions out there on the twisted ether? (other than-"go buy an R-389...") <bill, KDOHG>

From boatanchors@theporch.com Sun Apr 23 01:56:34 1995
Date: Sun, 23 Apr 1995 00:27:32 -0500
Message-Id: <F4N01623.F4N01635@mail.admin.wisc.edu>
From: TOM.A.ADAMS@mail.admin.wisc.edu

Subject: Re. R390A LF Conversion

to: boatanchors@theporch.com

Hello Bill.

Well, it looks like all great minds work alike; for a long time I considered that same thing! ;-)

On band 1, the conversion scheme allows it. The only thing that prevents it in a stock radio is that the antenna and RF stage tuned circuits poop out at about 500 KHz.

My idea was that the existing RF stages are cut loose, and an outboard LF preselector could be added in thier place.

To prove the point that it could work, simply turn on the calibrator, and start tuning downward from 500 KHz. You'll hear the calibrator all the way down, at 100 KHz intervals.

73's,

Tom, K9TA

From boatanchors@theporch.com Sat Apr 22 10:48:58 1995

Date: Sat, 22 Apr 1995 09:22:21 -0500

Message-Id: <Pine.A32.3.91i.950422065545.22961A-100000@homer12.u.washington.edu>

From: Nina West <ninaw@u.washington.edu>

Subject: Station Listing on RAK-5

I've got an U.S. Navy RAK-5 VLF/LF Receiver, contract date 26 Dec. 1939, that I hope to power up one of these days. My question concerns the station listings marked on a card in the center of the front panel. They appear to be original and are as follows:

STATION FREQUENCY BAND TUNING ANT.TRIMMER RFTRIMMER

NPM	26.1	2	200		
"	56.	3	359		
"	16.68		1	200	
	104	4	360		
	393	6	310		
DISTRESS	500		6	647	
"	440	6	463		

>From the excellent discussion in Boatanchors I understand about maritime cw on 500 and 440, but I was wondering what went on on the first five frequencies. Where was(is) NPM?

Thanks in advance for your input.

Fred Powell
c/o
Nina West
ninaw@u.washington.edu

From boatanchors@theporch.com Sat Apr 22 22:36:05 1995
Date: Sat, 22 Apr 1995 21:09:19 -0500
Message-Id: <MAILQUEUE-101.950422192316.480@vilas.uwex.edu>
From: "Terry O'Laughlin" <OLAUGHLIN@vilas.uwex.edu>
Subject: The Mil List

My apologies on the Mil List. I am a transmitter engineer for a moderately sized radio network and I started the Mil List when I had a lot of free time on the job. It was the perfect job, until the boss intervened. (Isn't that always the case.)

I'll try to get an update out within the next month. It'll be a big one because of all the wonderful entries I've received from helpful BA folks. In spite of the occasional groaning about relevance and noise level, the BA list is still the most helpful and honest bunch of guys I've had the pleasure to ragchew with.

73s Terry O' WB9GVB

From boatanchors@theporch.com Sat Apr 22 09:55:19 1995
Date: Sat, 22 Apr 1995 08:28:44 -0500
Message-Id: <950422092505_92125768@aol.com>
From: JosephWP@aol.com
Subject: Tung Sol Tube books

I am still looking for a set of Tung Sol Tube manuals - for their commercial, industrial and military line.

Any help would be really appreciated.

Joseph Pinner +
Lafayette, LA
KC5IJD
EMail: josephwp@aol.com

From boatanchors@theporch.com Sat Apr 22 22:28:25 1995
Date: Sat, 22 Apr 1995 21:01:44 -0500
Message-Id: <199504230123.SAA28380@netcom5.netcom.com>
From: jlyle@netcom.com (Jim Lyle)

Subject: White stuff inside?

Hello;

I've got a 5Y3 tube that has little flakes of white stuff inside. It doesn't appear to be getter. In fact the getter (hence the vacuum) appear fine. These are distinct little flakes, longer than they are wide, and they almost seem more like the coating I've seen on filaments/cathodes. Could that be it?

The tube seems to work just fine, but I don't trust it now. Have I just been lucky so far?

Jim Lyle

From boatanchors@theporch.com Sat Apr 22 22:42:11 1995
Date: Sat, 22 Apr 1995 21:15:39 -0500
Message-Id: <Chameleon.4.01.2.950422220924.jproc@jproc>
From: jproc@worldlinux.com
Subject: RE: White stuff inside?

>Hello;

>

> I've got a 5Y3 tube that has little flakes of white stuff inside. It
>doesn't appear to be getter. In fact the getter (hence the vacuum) appear
>fine. These are distinct little flakes, longer than they are wide, and
>they almost seem more like the coating I've seen on filaments/cathodes.
>Could that be it?

>

> The tube seems to work just fine, but I don't trust it now. Have I just
>been lucky so far?

>

> Jim Lyle

Jim,

The white specks you see is the coating flaking away from the directly heated filament. I'll bet that they are the same width as the filament wire. Yes, the tube may work fine in it's current application, but I'm willing to bet that a tube tester would reveal some reduced emission.

Regards,

Jerry Proc VE3FAB
E-mail: jproc@worldlinux.com

Radio Restoration Volunteer
HMCS Haida Toronto, Ontario

From boatanchors@theporch.com Sat Apr 22 23:03:05 1995
Date: Sat, 22 Apr 1995 21:36:24 -0500
Message-Id: <Pine.SUN.3.91.950422160404.17384A-1000000@kahuna>
From: Jeffrey Herman <jeffrey@math.hawaii.edu>
Subject: Re: White stuff inside?

Hi Jim,

You've got an extremely rare and valuable tube on your hands. Let me explain: Back around 1950 or so there was a short-lived tube company that also manufactured those glass balls that contained a little winter scene and were filled with a liquid; as you shook the ball the plastic 'snow' inside would gently fall back down.

Well, the tube-makers' union and the snow scene-makers' union called for a simultaneous strike; the owners threatened to fire all the workers if they walked out. Thus, in protest, several lots of tubes were filled with snowflakes, and at the same time, several cases of snow-scenes contained filaments. Of course, none of the filament snow-scenes exist today, for when the proud new owner of such an unusual item plugged it in at home, it would explode (something about the liquid inside).

Now, some of the 5Y3's are said to also contain a little winter scene on the cathode. If your tube has one then I'd suggest you take it to Dayton and sell it to the highest bidder. Bidding should start at \$1000.

73 from winterless Hawaii,
Jeff NH6IL

P.S. I believe the name of that company was Tubes-R-Us.
P.P.S. Sorry Jack!

On Sat, 22 Apr 1995, Jim Lyle wrote:

> Hello;
> I've got a 5Y3 tube that has little flakes of white stuff inside. It
> doesn't appear to be getter. In fact the getter (hence the vacuum) appear
> fine. These are distinct little flakes, longer than they are wide, and
> they almost seem more like the coating I've seen on filaments/cathodes.
> Could that be it?

From boatanchors@theporch.com Sat Apr 22 23:56:19 1995
Date: Sat, 22 Apr 1995 22:26:02 -0500

Message-Id: <Pine.3.89.9504222035.A21342-01000000@netcom7>
From: paul Veltman <veltman@netcom.com>
Subject: Re: White stuff inside?

Well Sir,

With all due respect to Jeff, who is starting to show signs of serious sun-stroke here, I think the operative word here is "snow", as in "snow job". ;-) But then again, you may get some sucker --- OOPS, Customer ---- to shell out a kilobuck for this rare Phantastron.

Paul

On Sat, 22 Apr 1995, Jeffrey Herman wrote:

> Hi Jim,
> You've got an extremely rare and valuable tube on your hands. Let me
> explain: Back around 1950 or so there was a short-lived tube company
> that also manufactured those glass balls that contained a little
> winter scene and were filled with a liquid; as you shook the ball
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> P.S. I believe the name of that company was Tubes-R-Us.
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